

THE RIO NEWS.

PUBLISHED ON THE 5th, 15th AND 24th OF EVERY MONTH.

VOL. XII.

RIO DE JANEIRO, NOVEMBER 5TH, 1885

NUMBER 31

OFFICIAL DIRECTORY

AMERICAN LEGATION.—157, Rua das Laranjeiras.
THOMAS J. JARVIS,
Minister.
BRITISH LEGATION.—No. 76, Marquês d'Albuquerque.
W. HENRY D. HAGGARD,
Chargé d'Affaires.
AMERICAN CONSULATE GENERAL.—No. 30 Rua do
Visconde de Inhauma. H. CLAY ARMSTRONG,
Consul General.
BRITISH CONSULATE GENERAL.—No. 8, Travessa
de D. Manoel. GEORGE THORNE RICKETTS,
Consul General.

CHURCH DIRECTORY

CHRIST CHURCH.—Rua do Evaristo da Veiga. Divine
Service every Sunday at 11 a. m. and on the 2nd and 4th
Sundays in each month at 7.30 p. m. Holy Communion
on the first Sunday in each month at eleven, and on the
Great Festivals at nine, in the morning. Holy Baptism
every Sunday after the morning Service.
N. B.—All notices should be sent to the Clerk.
FREDERICK YOUNG, M. A., Chaplain.
157 Rua das Laranjeiras.
ALBERT ALLEN, Clerk.
135 A, Rua das Laranjeiras.
PRESBYTERIAN CHURCH.—No. 15 Travessa da Barreira.
Services in Portuguese at 11 o'clock, a. m., and 7 o'clock
p. m., every Sunday; and at 7 o'clock p. m., every
Thursday.
METHODIST EPISCOPAL CHURCH.—Largo do Cattede.
English services: Sunday School 10 a. m. preaching 11:20
a. m. Sundays; prayer-meeting 7:30 p. m. Fridays.
Portuguese services: Sunday School 6:30 p. m., preaching
7:30 p. m. Sundays; prayer-meeting, 7:30 p. m. Wednesdays.
J. L. KENNEDY, Pastor.
Residence: Rua S. Salvador, 27 A.
RIO SEAMENS' MISSION AND READING ROOM.—
Open daily. No. 89 Rua da Misericórdia. Divine Service
on Sundays and Wednesdays at 7 p. m. A hearty welcome
to all. The friends of the Mission desirous of helping by gifts
of papers, books, left off clothing, etc. can do so by sending
to the above address, or the Missionary will gladly call
where and when required.
THOMAS HOOPER, Missionary.

BRITISH AND FOREIGN BIBLE SOCIETY.—Depot at
No. 71, Rua Sete de Setembro, Rio de Janeiro.
JOÃO M. G. DOS SANTOS, Agent.
IGREJA EVANGELICA FLUMINENSE.—No. 44, Travessa
das Partilhas. Services in Portuguese at 10 o'clock,
a. m., and 6 o'clock, p. m., every Sunday; and at 6 o'clock,
p. m., every Wednesday. Sunday school at 4:30 p. m.
BAPTIST CHURCH.—Rua do Conde d'En. No. 121.
Services in Portuguese every Sunday at 11 o'clock, a. m.,
and 7.30 o'clock, p. m. and every Wednesday at 7.30
o'clock p. m. Sunday School every Sunday at 10 o'clock,
a. m.
W. B. BAGBY, Pastor.

TRAVELLER'S DIRECTORY

RAILWAYS.

DOM PEDRO II.—Through Express: Upward, leaves
Rio at 5 a. m.; arriving at Barra Junction at 7:24 a. m.; Entre
Rios (central line) 9:28 a. m., Lafayette [Quiluz] 5:00 p. m.,
Porto Novo (branch from Entre Rios) 11:23 a. m., Cachoeira (S.
Paulo branch) 11:43 a. m., São Paulo (per S. P. & Rio R. R.) 6
p. m. Downward: leaves São Paulo 6 a. m., Lafayette 7:30 a. m.,
Porto Novo 12:40 p. m.; arriving at Barra 4:20 and Rio 6:55
p. m. Connects with Valenciana line at Desengano, Rio
das Flores line at Commercio, União Mineira line at Sítio;
Leopoldina line at Porto Novo; and S. Paulo and Rio de
Janeiro line at Cachoeira.
Limited Express: Upward, leaves Rio at 6 a. m.; arriving
at Barra at 9:05 a. m.; Entre Rios 12:55 p. m.; Porto Novo
5:30 p. m. Cachoeira 6:00 p. m. Downward, leaves Cachoeira
at 6:40 a. m.; Porto Novo 6:30 a. m.; Entre Rios 10:58 a. m.,
arriving at Barra 2:14 p. m. and at Rio at 5:30 p. m.
Mixed Trains: Leave Rio at 8:30 a. m., and 3 p. m., the
first going to Entre Rios and the second to Barra do Pirajó.
CANTAGALLO R. R.—Leaves Niterói (Sant'Anna)
7:25 a. m., arriving at Nova Friburgo 11:20; Cordeiro (1 hour
per trainway from Cantagallo) 1:20 and Macuco 2:05 p. m.
Return train leaves Macuco 8:15, Cordeiro 9:10 and Nova
Friburgo 11:20 p. m., arriving at Niterói 2:55 p. m.
A ferry boat runs between Rio and Sant'Anna, connecting with
trains.
CORCOVADO R. R.—Trains leave the Station at Cosme
Velho, Laranjeiras, at 5:30, 7, 8:35, 10:15, 11:45, a. m., and
1:15, 2:45, 4:15 and 5:45 p. m. on Sundays and holidays;
and at 6:30 and 10 a. m. and at 2 and 5:15 p. m. on week-days.
PETROPOLIS STEAMERS AND R. R.—Steamers leave
Trapiche Mauá at 4 p. m. week days and 7 a. m. Sundays
and holidays. Returning, trains leave Petropolis at 7:30 a. m.
week days, and 4 p. m. Sundays and holidays.

LIBRARIES, MUSEUMS, &c.

BRITISH SUBSCRIPTION LIBRARY.—Rua do Ouvidor,
No. 34, 1st floor.
BIBLIOTHECA NACIONAL.—Rua do Passio No. 48.
BIBLIOTHECA FLUMINENSE.—No. 63, Rua do Ouvidor.

MUSEU NACIONAL.—Praça da Acclamação, cor. Rua da
Constituição.
GABINETE PORTUGUEZ DE LEITURA.—No. 12
Rua dos Beneficentes

Medical Directory

Dr. Custodio dos Santos, Surgeon and Physician.
Residence: Rua do Haddock Lobo, No. 79. Office Rua do
Rosario, No. 131, from 1 to 3 p. m.
Dr. Alexandre Calaza—Surgeon and Physician.—
Office, Rua Príncipe de Março No. 72. From 1 to 3 p. m.
Residence, Rua de S. Francisco Xavier No. 47.
Dr. W. J. Fairbairn; M. D. Edin. Surgeon and
Physician. Office: Rua 1^a de Março, No. 49, from 11 to
1 p. m. and 4 to 4:30 p. m. Residence: Rua D. Carlota,
Botafogo, Med. Director of Equitable Life Ins. Co. of N. York.

Chemists & Druggists.

C. A. SANTOS,
Dispensing Chemist.
Rua do Matoso No. 31.

Hotels.

FREITAS' HOTEL
186 RUA DO CATTETE
J. F. FREITAS, Proprietor.
Recently enlarged and refitted.

HOTEL BRAGANÇA
PETROPOLIS.
ANTONIO PEREIRA CAMPOS, Proprietor.
The oldest and best known hotel in Petropolis. Centrally
situated and specially adapted for transient visitors.

ENGLISH HOTEL
Boa Vista, Tijuca.
Charles Uttenweiler, Proprietor.
(late manager of Whyte's Hotel)
Established in the best situation in Tijuca. English, French,
German and Portuguese spoken.

GRANDE HOTEL ORLEANS
PETROPOLIS,
ANTONIO PEREIRA CAMPOS, Proprietor.
A new and elegantly furnished hotel, charmingly situated,
and provided with every convenience. The largest establish-
ment of the kind in Petropolis. Specially adapted for
summer visitors.

ALLEN'S HOTEL.
No. 6, RUA HUMAYTA'
(Largo dos Loões)
Newly fitted up and furnished for the accommodation of
families and single boarders. Conveniently located within
extensive grounds and on one of the most attractive streets of
the city. Provided with large reception and dining rooms,
billiard room and lawn tennis ground.
Swimming and Shower Baths, with an abundant supply of
water.
Apartments furnished in suites for Families, or singly for
Bachelors.

HOTEL LEUENROTH.
NOVA FRIBURGO,
(Province of Rio de Janeiro)
CARL ENGERT, Proprietor.
This first class Hotel, established 40 years ago, opposite the
railway station, with five gardens and excellent cold baths,
the healthy and favorite summer residence of the nobility
and gentry of the Capital of the Empire is magnificently situated
and 3000 feet above the sea-level, at 5 hours distance from the
city and port of Rio de Janeiro. All principal languages
spoken. Information furnished by Messrs. Alves Nogueira
& Dalziel, Rua d'Ovidor 46. Rio de Janeiro.

Business Announcements.

G. F. BASSET & CO.
No. 5, Rua Freixo.
Ship Chandlers and Commission Merchants.
Use Scott's and Watkins codes.
Cable address: "Basset." P. O. Box 392.

C. T. DWINAL,
34 RUA DA QUITANDA
Dealer in
Sewing Machines,
and all articles pertaining to their use.
Also materials for lightning conductors

WILSON, SONS & CO., (LIMITED)

2, PRAÇA DAS MARINHAS,
RIO DE JANEIRO.

AGENTS OF THE
Pacific Steam Navigation Company,
United States & Brazil Mail S.S. Co.,
&c. &c.
and the
Commercial Union (Fire & Marine)
Assurance Co.

Coal.—Wilson, Sons & Co. (Limited) have depots at the
Chief Brazil Ports, and among others supply coal under
contract to:

The Imperial Brazilian Government;
Her Britannic Majesty's Government;
The Transatlantic Steamship Companies
&c.

Insurance.—Fire & Marine Insurances effected at moder-
ate rates.

Bonded Warehouses on the Island Mocanguê Pe-
queno for the storage of Merchandise in transit.

Tug Boats always ready for service.

Establishments: Wilson, Sons & Co. (Limited),
London, Rio, Bahia, Pernambuco, Santos & Parahyba do
Norte.

JOHN MILLER & Co.

The oldest and best known hotel in Petropolis. Centrally
situated and specially adapted for transient visitors.
Importers and Commission Merchants.
SANTOS and São PAULO.

TRAPICHE BASTOS.

Allen & Co.

Receives Flour, Lard, and Goods in bond according to
Table No. 7 of the custom house regulations.

Rua da Saude No. 2.

Telephone Call, No. 358.

W. R. CASSELS & Co.

13 Rua Primeiro de Março,
RIO DE JANEIRO.

and
CASSELS, KING & Co.
191 Calle Maipú,
BUENOS AYRES.

Importers and Agents for Manufacturers.

Further Agencies, suitable for their lines of business—Hard-
ware, Domestic goods, Specialties, etc., etc.—are respectfully
solicited.

WENCESLAU GUIMARÃES & Co.

Importers of

Oporto, Douro and Lisbon wines of the best qualities
in bottles or in casks, and under the private marks of the house

Sole Agents for

A. AZEIRO GONSAVES, Exporter of Madeira Wines;
G. PRELIER & Co., Exporter of Bordeaux Wines;
E. RENVY MARTIN & Co., Exporter of Cognac

Dealers in
Burgundy, Rhine and Mosel wines, Sherries, Champagnes
Cognacs and Liqueurs of the best brands.

Rua da Alfandega, 83.

AMERICAN Bank Note Company,

78 to 86 TRINITY PLACE,
NEW YORK.

Business Founded 1795.
Incorporated under Laws of State of New York, 1858.
Reorganized 1870.

ENGRAVERS AND PRINTERS OF
BANK NOTES, POSTAGE & REVENUE STAMPS,
LEGAL TENDER AND NATIONAL BANK
NOTES OF THE UNITED STATES; and for
Foreign Governments.
ENGRAVING AND PRINTING,
BANK NOTES, SHARE CERTIFICATES, BONDS
FOR GOVERNMENTS AND CORPORATIONS,
DRAFTS, CHECKS, BILLS OF EXCHANGE,
STAMPS, &c., in the finest and most artistic style
FROM STEEL PLATES,
WITH SPECIAL SAFEGUARDS TO PREVENT COUNTERFEITING.
Special paper manufactured exclusively for
use of the Company.

SAFETY COLORS. SAFETY PAPERS.
Work Executed in Fireproof Buildings.

LITHOGRAPHIC AND TYPE PRINTING.

RAILWAY TICKETS OF IMPROVED STYLES.
Show Cards, Labels, Calendars.

BLANK BOOKS OF EVERY DESCRIPTION.

ALBERT G. GOODALL, President.

VICE-PRESIDENTS:
J. MACDONOUGH, A. D. SHEPARD,
W. N. SMILLIE, TOURO ROBERTSON.

G. H. STAYNER, Treas. THEO. H. FREELAND, Secy.

BALDWIN LOCOMOTIVE WORKS, PHILADELPHIA, PENN.

(Established, 1831)

BURNHAM, PARKY, WILLIAMS & Co.,
Proprietors.

These locomotive engines are adapted to every variety of ser-
vice, and are built accurately to standard gauges and templates;
like parts of different engines of same class perfectly inter-
changeable.

Passenger and Freight Locomotives, Mine Locomo-
tives, Narrow Gauge Locomotives, Steam Street Cars,
&c., &c.

All work thoroughly guaranteed.

Illustrated catalogue furnished on application of customers.

Sole Agents in Brazil:

Norton, Megaw & Co.

No. 32, Rua 10 de Março,
Rio de Janeiro.

RHODE ISLAND LOCOMOTIVE WORKS.

PROVIDENCE, R. I., U. S. A.

Manufacturers of locomotives of every description and for
all gauges. First class workmanship, and all parts of Engines
of same size thoroughly interchangeable.

Estimates furnished and illustrated catalogues distributed on
application.

117 Rua da Quitanda, Agents in Brazil:
Rio de Janeiro. Fonseca Machado & Irmão.

Deposit of Engineering Instruments.

ESTABLISHED 1847.

A. WHITNEY & SONS,

PHILADELPHIA, PENN., U. S. A.

Chilled CAST WHEELS for RAILWAYS,
TRAMWAYS and MINE ROADS.

WHEELS IN ROUGH, BORED, OR FITTED ON AXLES.

THE HARLAN & HOLLINGS- WORTH Co.

Wilmington, Delaware, U. S. A.

Manufacturers of all kinds of Railway Passenger and Cargo
Cars, for broad and narrow gauge roads.

Orders promptly and carefully executed.

Norton, Megaw & Co., Agents.
No. 82 Rua 10 de Março.

RAPID FOREIGN EXPRESS.

L. Contanseau & Co., NEW YORK.

Agent in Rio de Janeiro:

John Crashley,
67 Rua do Ouvidor.

RUBBER HAND STAMPS.

For Merchants, Bankers and Professional Men and for all
business purposes, these stamps are superior to any kind of
hand stamp in use.

S. T. LONGSTRETH,
No. 67, Rua do Ouvidor.

Caixa no Correio No. 906. Rio de Janeiro.

THE RIO NEWS

PUBLISHED TRIMONTHLY
for the mail packets of the 5th, 15th and 24th
of the month.

A. J. LAMOUREUX, Editor and Proprietor.

Contains a summary of news and a review of Brazilian affairs a list of the arrivals and departures of foreign vessels, the commercial report and price current of the market, tables of stock quotations and sales, a table of freights and charters, a summary of the daily coffee reports from the Associação Commercial, and all other information necessary to a correct judgment on Brazilian trade.

(Cash invariably in advance)

Subscription: 20,000 per annum for Brazil,
\$10.00 or £2 for abroad.

SINGLE COPIES: 600 reis; for sale at the office of publication, or at the English Book Store, No. 67, Rua do Ouvidor.

All subscriptions should run with the calendar year.
EDITORIAL AND PUBLICATION OFFICE:—
79, Rua Sete de Setembro.

Subscription and advertisement accounts will be received by

GEORGE H. PHELPS, Esq.
154 Nassau Street, New York.

Messrs. STREET & Co.
30 Cornhill, LONDON E. C.

Messrs. BATES, HENDY & Co.
37 Walkwork, LONDON, E. C.

Messrs. JOHN MILLER & Co.,
São Paulo and Santos.

RIO DE JANEIRO, NOVEMBER 5th, 1885.

WE heartily join our colleagues of the daily press in expressing our deepest sympathy with Her Majesty the Empress for the unfortunate accident which happened to her on the 26th ultimo, and our sincere gratification that no dangerous results are anticipated from it. The Empress has so endeared herself to the people of this her adopted country by her uniform courtesy, untiring good nature and sympathetic interest in all that affects their happiness and welfare, that no misfortune can overtake her without arousing the liveliest concern on their part, and a spontaneous prayer for her safety. And in this prayer no one joins more heartily than ourselves and all foreigners resident in Brazil.

Is it not time for the government to take the financial situation of this country into serious consideration? Instead of electioneering, and wasting time over petty questions which ought to be left to subordinates, the ministry ought to devote itself at once to the study of those vital questions of paper currency and taxation. The steady decline in exchange shows that confidence in the future of Brazil is slowly but surely waning, and that unless something is done soon to check this decline disastrous results must certainly follow. Although heavy shipments of coffee are being made, exchange continues to fall. Where is it to end? Can not the government see that the last issue of paper money is proving most hurtful to the country, and that the impending increase in taxation and bonded indebtedness is rapidly undermining all confidence in the stability of its institutions? The magic name of the new premier has proved impotent to check this downward tendency; is it not therefore full time that rational measures should be adopted to place the fiscal administration of Brazil on a sounder basis than paper money, increasing indebtedness and chronic deficits?

At a meeting of the Sociedade Central de Imigração on the 24th ultimo a project was presented by Dr. André Rebouças for the organization of regional immigration societies which merits more than a passing notice. The objects sought are those of securing a greater number of immigrants, of facilitating their settlement and improving their condition after arrival—all of which are highly desirable and praiseworthy. The methods to be employed, however, seem to us both complicated, unnecessary and impracticable. It is proposed that these

societies shall have a certain, fixed capital which is to be employed in bringing out from Europe the relatives and friends of the shareholders, and assisting them to settle within the region from whence their assistance comes, as independent landholders. These societies are also to operate as territorial banking corporations, buying, dividing up and selling lands, making loans on the security of lands, buildings, crops, or other recognized security, and letting out locomotives, steam plows and all other costly machinery. They are also to do business on the co-operative system, maintaining shops and warehouses for the sale of goods to the colonists, and bringing out seeds, blooded stock, etc., from Europe which have not thus far been introduced into the country. And besides all these, the societies are to carry on business as savings banks, keeping agencies in every locality for the receipt of deposits, and employing the same in proper loans and investments. The scheme is one of such magnitude and detail, that it is very doubtful whether it could be successfully operated in the most civilized community in the world, and even if this were possible there are good reasons for believing that it would result in more harm than advantage. Such an association would require the highest grade of administrative ability and a most thorough dedication to the interests and welfare of the community at large. In short, it requires traits of character, both in those entrusted with the administration of the enterprise and in those participating in its benefits, which are not to be found in the most civilized country of the world, except in occasional individual cases. The scheme, we fear, is purely utopian. So far as immigration is concerned, we can only repeat what we have again and again stated in these columns. The only work to be done at present, either by the government or individuals, is to secure the repeal of all unfavorable and restrictive legislation, and then to make the country ready for their reception. The immigrant must be treated like a man, and not like a slave, or a child, or a knave, as is done under existing laws. These requirements liberally fulfilled, the immigrant will come of his own accord, and then when he has established himself he will easily find the means to send for his relatives and friends.

SOME years ago the custom house authorities of this port rented the Dom Pedro II Docks for a period of five years at an annual rental of 110,000\$. At the expiration of two and a half years the contract was rescinded, the Dock company receiving an exclusive monopoly of the coffee shipping as an indemnity for the prejudices suffered through the failure of the custom house to fulfill its part of the contract. In this new arrangement no period of time was stipulated for the continuance of the monopoly; the natural supposition, therefore, is that it was intended simply to cover the unexpired half of the broken contract. The period covered by that contract expired about two years ago, but the monopoly has been continued undisturbed. The company claims that it was designed to extend to the end of its corporate existence of ninety years, which would certainly be an extraordinarily liberal compensation for the loss of two and a half years rental. It is calculated that the gross receipts are about 300,000\$ a year, which amount is almost exclusively derived from the wharf charges on coffee shipments. The charge in itself is no cause of complaint on the part of exporters, as it is quite as reasonable as it could be made at any of the private wharves. The delays, however, which arise from the concentration of so large a business in one place, must be considered a serious incon-

venience and tax to two of the chief lines of business in the port, those of the exporters and the steamer companies. These delays represent an enormous amount of idle capital in the course of a year, and is therefore an absolute loss so far as the earnings on that capital is concerned. Thus far, however, the government has failed to take this phase of the question into consideration, and has permitted the continuance of this unjust monopoly in the hands of the Dock company. A memorial to the government has just been placed in our hands which bears the signatures of all the leading coffee exporters and steamship agents of this city—fifty in all—and in which the abrogation of this burdensome monopoly is earnestly petitioned. It is shown that the government can lose nothing by permitting the free shipment of coffee from any of the bonded wharves, because customs officials are stationed at every one of them; while on the contrary the increased shipping facilities would be a direct gain to all the parties concerned. As it is not a favor which these gentlemen are asking, and as the benefits to them and to the trade of the port in general are all clearly evident, we do not see on what grounds their just petition can be refused. If the minister of finance considers the plain fact that the government can gain nothing from the continuance of this gigantic monopoly, while it can not fail to benefit from the improved condition of trade through the enjoyment of greater freedom on the part of merchants, he must certainly see the necessity of cancelling the exclusive privilege now enjoyed by the Dom Pedro II Docks. Under normal conditions these docks will continue to enjoy the greater part of the business, but in times of heavy shipments the rapidity with which coffee can be handled will be greatly increased by the employment of other wharves. Another consideration, which the government should not overlook, is the fact that the free shipping of coffee from other wharves will greatly increase their value, and will eventually lead to water front improvements by private parties which can not fail to be of great public utility. A monopoly rarely benefits any one outside of the few who hold it, while, on the contrary, freedom of commerce ever fosters public spirit and individual enterprise, both of which are unfailing sources of strength and wealth to the state.

A DEPUTY to the provincial assembly of Rio de Janeiro, Sr. Lapér, in a speech made in the 8th ulto., has presented some tables showing the result of the *métairie* system as practiced on a coffee plantation in that province. The deputy is a planter and his figures are probably correct; they will be of value to all interested in the coffee trade. The statistics cover the years 1882, 1883 and 1884 and may be summarized as follows:

	1882	1883	1884
No. of colonists.....	11	14	14
Coffee gathered, kilos.....	77,913	27,852	74,494
Net proceeds of sales.....	23,104\$	9,100\$	23,660\$
Planter's share.....	11,557	4,550	11,830
Preparing and charges.....	1,504	556	1,490
Colonist's share.....	9,993	3,994	10,340

The number of colonists given refers to families. In 1883 the crop was nearly destroyed by a hail storm, and 33 persons including women and children were employed. In addition to their share of the coffee the colonists earned from 300\$ to 400\$ each family, by planting corn, beans, etc., and raising fowls and hogs. In 1884 the 14 families represented 37 persons; there were also 80 slaves employed who gathered 105,306 kilos of coffee. The total number of slaves on the plantation are 140 (of which 80 are employed in agriculture) and 42 free-born children, or 182 persons who are furnished with food, clothing, etc., at

the planters expense, whereas the colonists support themselves. The speaker singled out eight names of those who had been on the plantation during the three years, and shows that the average per family for each year was 1,797\$846. The system followed seems to be to turn over to each family from 2 to 2 1/2 *alqueires* of land, each *alqueire* containing about 4,000 coffee trees. The land is valued at 300\$ per *alqueire*, and the trees at 300 reis each. The eight colonists therefore occupied, say:

18 <i>alqueires</i> of land.....	5,400\$
72,000 coffee trees.....	21,600
Total.....	27,000\$

or, for each colonist a capital of 3,375\$, from which it appears that the gross receipts were over 50 per cent of the capital employed. If, however, 600 reis per arroba be deducted for preparation and carriage to the railway station, the net annual receipt of each family would be 783\$331, or about 23 per cent for these and 30 per cent for the planter. Even if the value of land be increased to 400\$ and of the trees to 400 reis, the result would still be 17 per cent for the colonist and 23 per cent for planter. The deputy proceeded to compare slave labor with that of these colonists, who are from the Azores islands. In 1884 the colonists produced 74,494 kilos of coffee, of the value of 23,660\$, of which the planter received 13,320\$; in the same year 80 slaves produced 105,306 kilos of coffee, valued at 33,382\$. To make the comparison clearer:

31 1/2 <i>alqueires</i> of land at 400\$.....	12,600\$
126,000 coffee trees at 400 reis.....	50,400
Total capital.....	63,000\$

which produced 37 1/2 per cent, or 16 1/2 per cent for the colonist and 21 per cent for the planter. Supposing that the eighty slaves cultivated a like quantity of land, the calculation would be:

Land and trees, as above.....	63,000\$
140 slaves at 700\$.....	98,000
Machinery, etc., for preparation.....	21,000
Stores, quarters, etc.....	18,000
Live stock and waggons.....	3,000
Total capital.....	203,000\$

Now, as the slaves produced coffee to the value of 33,382\$, the return is only 16 per cent on this capital. The position of the plantation in question, near the railway and also with a ready market for such articles as the colonists produce, is undoubtedly exceptional, but the results as stated by the deputy are certainly far from showing that coffee cannot be profitably grown by free labor. Nor do current prices seem to be so ruinous as is generally reported. As the deputy has collected his statistics to prove that the province of Rio de Janeiro is in no wise less advantageous to the colonist than that of S. Paulo, and as a planter he can have no reason to overestimate the profits of his colleagues, his figures can not fail to have exceptional value.

RIO AND PERNAMBUCO CONTRASTS.

To the Editor of THE RIO NEWS.
Sir.—After some years' residence at Pernambuco, I lately arrived in this city. Like others before me, I have been much struck by many points of difference between the two places. Of course one expects to see many things in the capital of any country which are not to be seen in a provincial town; but, on the other hand, there are some things in which a provincial city need not compare unfavorably with the capital.

I should be glad, through the medium of your paper, to call attention to one or two points in which it seems to me that Pernambuco is, without any necessity, miserably behind Rio.

I. The state of the streets and public roads in and near the city. I will mention

but one—the road leading by the academy buildings to the public cemetery. A considerable part of this road (along which most funeral processions pass) is neither paved nor macadamized, but is in its primeval state, a tract of loose deep sand, through which funeral cars and carriages have to be dragged by main brute force, and where scenes are daily witnessed which would shock the beholder, were he not rendered callous by familiarity. I have seen funeral cars stuck in the sand and unable to proceed with their mournful freight. I have often been compelled to descend from a funeral carriage to enable the overtaxed horses to drag on the empty carriage. And even where hearse and carriages do not thus come actually to a stand, the flogging which the horses receive to force them through this sandy morass is utterly destructive of those thoughts and feelings which are naturally associated with the burial of the dead, and renders a Pernambuco funeral one of the most ghastly spectacles to be seen in any country.

Pernambuco sometimes claims to be the second city of the empire, and its people are so public spirited that they are ready at any time, on the reception of a popular deputy, or a favorite opera singer, to spend sums of money more than sufficient to remedy the barbarous state of things I have described; but years and generations pass and the stony slough remains!

II. Another and still more serious point in which Pernambuco compares unfavorably with Rio is in its tramways, or "bonds."

And first as to the manner in which the tram-rails are laid down. A few years ago I was carefully observing the putting-down of tramways in a provincial town in Europe, and I noticed that the regular convexity of the street paving was not affected by the tram-lines, and that ordinary vehicles passed and repassed over the rails without any perceptible jar or obstruction. To a great extent this is the case in Rio also, but at Pernambuco this is not so. There the tram-rails are so laid, that the streets and roads are rendered almost impassable for ordinary carriages. Instead of a section of the road-way showing one uniform curve extending from one side of the street to the other, it now presents a number of high ridges, which are utterly unnecessary, and which answer no conceivable purpose but to destroy the general usefulness of the road.

A part of the tram-line has recently been put down near the provincial House of Assembly, and even there, under the very noses of the deputies, the ridges I speak of are such that it needs some care on the part of the driver of an ordinary carriage not to overturn his carriage.

The object of the tram company seems clear enough—to drive other carriages from the streets, and make for themselves a monopoly. In this they certainly have succeeded admirably; a few peculiarly constructed medical men's carriages being almost the only carriages which the "bonds" have not ousted. Why the public convenience should be thus ostentatiously sacrificed to the pleasure or the advantage of the tramway company, I can not imagine: it is probably one of those things of which Lord Dundreary speaks—"that no fellow can understand."

But there is another thing connected with these same Pernambuco tramways about which I desire to speak with all earnestness, the more so as I would plead for those that can not speak for themselves—the unfortunate mules that work the company's cars.

It always seemed to me that these mules were the most docile and willing workers possible, ready to do all they can without

much urging. From what I see of the tram mules in Rio I am entirely confirmed in this view. Here I see these interesting animals cheerfully and almost with alacrity pursuing their appointed course, for the most part unconscious of the lash.

How different at Pernambuco! There, unfortunately for the poor mules, the whip is, I believe, forbidden. I say *unfortunately*, for the drivers are allowed to have heavy closely-knotted reins of unlimited length, and these they learn to apply with a severity in comparison with which an ordinary whip would be a merciful plaything.

The drivers themselves are for the most part young and inexperienced. They are so miserably paid, that they seldom continue at the work for any length of time, and each raw hand is wont to make amends for his own incompetency by mercilessly ill treating his mules. These incapable and stupid Jehus apparently consider that the chief art of driving consists in being able to apply the knotted reins with the most telling effect upon the poor beasts before them; and so you will see them vigorously practising this art, utterly regardless as to whether the poor mules are doing their work in the very best manner possible.

A favorite occasion for this brutal pastime is when, after stopping, the car is being started afresh. The driver then sees his mules with strained sinews, so down he comes upon them with the knotted thong, the poor beasts vainly shrinking from their brutal tormentor, and becoming utterly bewildered and disheartened by such senseless and savage usage.

Another favorite occasion for the exercise of this cruelty is when on rising ground. There are certain approaches to bridges at Pernambuco, up which it is often doubtful whether the mules will be able to drag their heavy load. For some distance before the incline is reached the mules are lashed to their greatest speed, and this lashing is continued and if possible increased during the whole time that the poor beasts are straining up the incline. It often happens that after all the thing can not be done; the poor beasts have not the necessary strength. Then woe betide them; for then driver and guard combine in maltreating them till, sickened by the sight, the passengers alight and help them with their impossible task.

Some time ago this sort of thing became so common that many passengers refused to leave the cars, and so, in spite of every cruelty, the way became blocked; and the manager, who had been insensible to shame and pity, was compelled to provide an additional mule for this incline. But, even with an extra and much stronger mule, the system of merciless beating is continued, the extra driver being armed with a whip to supplement the ordinary knotted thong.

Not to weary you with these miserable details, I will give but one more example of the barbarous manner in which these poor animals are treated by their brutal drivers. I may mention that through a great part of the tramways (outside the town) the space between the rails is not paved in the ordinary sense of the word, but is filled in with rough irregular pieces of granite, forming a roadway so uneven, difficult and dangerous, that no European horseman would venture to put his horse beyond a walk on such a road. Well, Sir, over roads such as these the Pernambuco mules have to do a great part of their work; and not only so, but over these dangerous ways they are often driven at a furious speed. This is especially the case at night, when there are few passengers, for then the "bonds" may be heard driven (in spite of the darkness) at full gallop over these dreadful ways, the drivers lashing away as if they were very fiends.

Now the example of Rio shows that all this barbarous and brutal cruelty is utterly unnecessary and inexcusable. Why, then, is it allowed? Where is the manager of the company? Where are the police? In countries claiming to be civilized these barbarities would not be allowed for an hour. Where are the Pernambuco deputies, who are perfectly aware of these things, and who know how differently these things are managed in Rio? Where are the shareholders of the company, who allow their property (the mules) to be worn out in half the time they would be able to work under decent management? Where are the fathers and mothers of the city, that they do not cry out against this brutalizing example that is perpetually before the eyes of their children? Why should the feelings of passengers be constantly outraged by these brutalities? I do not suppose that I am very different from other men, but I have often borne these things till I could bear them no longer, and have either left the cars, or pleaded for some touch of mercy, or have tried to check the uplifted hand till I have been openly threatened with the knife. Yet Pernambuco is never weary of calling itself "this noble and generous province," "this enlightened and cultivated people," "this fair capital of the north!" I venture to submit, Sir, that till she has put away from her the daily proofs of barbarism which I have attempted to describe, these high sounding titles are a little out of place.

I am, Sir,

Your very obedient servant,

AN OBSERVER.

Nova Friburgo, October 21, 1885.

ENGLISH AT GAMBOA AND THE CUSTOM HOUSE.

To the Editor.

Sir.—Probably many English-speaking people will agree with me that it is a great pity that the man in charge of the English cemetery here in Rio is unable to speak or understand the English language. Also, the other day at the custom house I was surprised to find, when taking out my baggage, that none of the officials there could boast of any but the most extreme and puzzling type of "English as She is Spoke," of which, indeed, one meets the most amusing examples everywhere in Rio.

By the way, the book in which the burials at the cemetery are recorded, is a most barbarous thing, and what a dreary contrast the whole cemetery is to those of the Catholics of Brazil!

I am, Sir, etc.,

AN ENGLISHMAN.

COMMERCIAL QUESTIONS.

The following extracts from a letter of the Rio correspondent of the *Germania* of São Paulo, written under date of the 4th ult., are so pertinent to the present state of affairs here that we take much pleasure in reproducing them in these columns. This would have been done in our last issue but for the lack of space. The *Germania's* correspondent is evidently a business man who fully understands and appreciates the situation.

The prospects for the next coffee crop in the province of Rio have considerably improved, and the news from S. Paulo read almost enthusiastically. In case we have now no unfavorable weather with its prejudicial influences, we shall have this year a crop as large as never before. Now will be the time for the "Centro de Lavoura e Commercio" to show to what extent their *propagandas* and exhibitions *en masse* have been of practical value. For an increased crop we require an increased demand. If this increased consumption can not be obtained, we shall see another fall of prices. Which of the two cases will take place? Will it be possible to increase demand and consumption

without a further reduction in the value of the article? We think not.

It can not be denied that Brazilian coffee has gained very much in general estimation ever since the Centro da Lavoura has been its warm defender; although we believe that for this purpose some few exhibitions in the larger countries of consumption would have been quite sufficient. However, the Centro da Lavoura has proceeded with the exhibition-propaganda by a regular system, believing that nothing more is necessary to help the increased production. It is true that this sudden increase is something quite unexpected, but the manner by which the Centro da Lavoura proceeded always shows that they wanted to find new markets for the coffee in proportion to the increasing production, of which we can expect any stability only in the province of S. Paulo, where we see a fair immigration of agricultural elements, whilst in the other provinces agricultural labor is diminishing.

Very likely the Centro da Lavoura will now be proud of having predicted this considerable increase of production, so much the less satisfied must they feel in regard to the result of their efforts to augment the consumption. The first thing to do would have been to study the reasons why in some countries consumption of coffee increases, and why it is prejudiced in others. They then would have found out that the import duties levied on the article in many of the countries are most prejudicial towards import and consumption. The United States have no duty on coffee, and this is the reason why we see such a large export to that country. France, so adored by the Brazilians, levies heavy duties on coffee and consequently its consumption is a moderate one. And now Russia has such very heavy duties on coffee, as on all other imports, that they appear more like prohibitive duties than anything else. An increase of consumption could only be possible in Russia and in France, where, however, this desideratum would not be obtained by exhibitions; the advantages of coffee are well enough known in both countries, but the small demand is due to the high prices of the article.

The question of the consumption of coffee enters hereby upon quite another ground than that upon which the Centro da Lavoura tried to bring it. Here we have to deal with the international reactions caused by duties and finances executed by the different countries, and it is necessary that steps of international importance should be taken in order to avoid any system of seclusion and injury of one party against the other, at any rate as far as this is practicable.

In regard to its customs policy Brazil most resembles Russia; it would almost appear that the South American empire has borrowed its custom house regulations on imports from the Muscovy.

Now, we well know that, as in so many other things, France has been the ideal for the Brazilian statesmen in customs legislation, and the pupil has even beaten his master; that is to say, Brazil has become more French than France, and has brought its import duties to such a point that they are just as injurious to themselves as to foreign countries. To impose duties on imports with so little consideration is not the way to induce foreign powers to act in favor of the greatest article of Brazilian export; on the contrary it appears to us more reasonable that these powers should shut their doors against Brazilian products. Should Brazil really wish to increase coffee consumption in Europe, then she ought at once to negotiate treaties of commerce by which a reciprocal reduction of import duties would be created. This is so much the more advisable for Brazil, as her import customs have to-day considerably surpassed the limit which gives the highest revenue.

As a rule no article can stand a higher duty than 30-35% without injuring the revenue with a reduction of import. Brazil has long since arrived at this point, but by a wise commercial policy she could attain a double advantage: increase of government revenues by reduction of import duties and an increase of the consumption of coffee by foreign countries through treaties which guarantee to their products the advantage of such low import duties. These high customs may, if you like, be kept up against countries which will not show themselves reciprocally friendly.

"THE imports of hides from South America to the United States," says the *Philadelphia Record*, "amounted last year to upward of twenty million dollars. In the same period the value of the country's exports of leather was nearly nine million dollars. For the creation and encouragement of this large trade no steamship subsidy was required, nor was there any need of sending to South America a commission of politicians out of a job to instruct the merchants of New York and Philadelphia as to the best means of securing commerce. The trade is due to mercantile enterprise and to the spirit of commercial freedom."

PROVINCIAL NOTES

—A local fair is to be held at Rezende some time this month.

—The Rio de Janeiro provincial elections are to be held on the 30th inst.

—The Espírito Santo provincial assembly was formally opened on the 22nd ult.

—The municipal chamber of Itú, S. Paulo, has authorized the signing of a contract for lighting the town with the electric light.

—The *Município*, of Casa Branca, S. Paulo, of the 16th ult., says that never in the experience of a long life had such a coffee blossoming been seen in that municipality, as was shown this year.

—Advices from the province of Piahyá are still somewhat discouraging. The drouth continues, the dams are nearly dry and the water is so low in the Parnahyba river that the steamers are constantly grounding.

—The *Jornal do Commercio* of the 28th ult. says a telegram from the president of Alagoás reports the seizure at Penedo on the night of the 25th of gold, of the value of 100,000\$ which it was intended to smuggle.

—The *Jornal do Recife*, Pernambuco, notices the arrival there on the 20th ult. from Halifax of the Br. bg. *Acacia*, with the officers and crew all ill of fever. The captain, his wife and two children were ill and one of the last died two hours after the vessel came to anchor.

—The Pernambuco custom house has been authorized to pass free of duties the plant imported by the North Brazilian Sugar Factories after examination by the engineer of the 1st fiscal district, even if Sr. Fernandes Pinheiro, the government agent in Europe, has not examined it.

—The southern districts of Minas Geraes were visited by a violent storm on the 4th ult., accompanied by hail, which caused heavy losses in various localities. Considerable damage was done to the coffee plantations, but owing to the season it will probably be made good in the second blossoming.

—A most touching incident occurred on the 29th ult. in the Rio de Janeiro provincial assembly, when ten orphan girls appeared to thank the deputies for granting the confraternity of S. Francisco de Paula two lotteries. The vice-president embraced the director of the establishment and, no doubt, tears were shed.

—Our provincial exchanges are constantly reporting assassinations from various parts of the country, and with a frequency that gives a very unfavorable opinion as to personal security throughout the provinces. It would seem full time that some effort were made to repress these crimes and to bring their authors to punishment.

—A commission is now making an exploration between Ceará and the Rio S. Francisco for the purpose of determining the practicality of a canal from that river for irrigating the province and thus preventing the disastrous effects of prolonged drouths. The construction of such a canal would unquestionably cost more than the whole province of Ceará is worth.

—On the 29th ult. the minister of agriculture advised the president of the province of Pernambuco, that a slave woman freed in 1877 and who had, in the settlement of her former master's estate, been turned over to one of the heirs as a slave in 1883, should be given her free papers and might bring suit against those concerned for wages during the time she was unduly restrained.

—The Bahia *Diario de Noticias* says that a fight took place at Macaúbas, Bahia, on the 24th ult. between a detachment of soldiers and a party of citizens, growing out of a political demonstration. The citizens took pains to parade in front of the barracks crying *vivas* for the party in power and *morras* for the outgoing party, and then fired upon the soldiers. Two of the latter were gravely wounded, and two slightly injured.

—The daily papers of the 29th ult. notice an attack by some 100 Indians on a plantation in the municipality of Theophilo Ottoni, province of Minas Geraes, when two daughters of the planter were carried off. The savages were afterwards attacked and 30 are said to have been killed. The two girls returned in a day or two, having been hiding in the woods. The killing of 30 Indians without any loss to the whites, looks more like a massacre than anything else.

—The *Diario de Campinas* publishes a communication, re-printed in the daily press here on the 29th ult., stating that a regularly organized band of thieves and robbers had been discovered, through the treachery of one of its members, with ramifications in the provinces of S. Paulo and Minas Geraes. The police delegate of Monte Sião, Minas, was investigating the matter and important persons are said to be implicated. The delegate had been threatened with death if he continued his investigations.

—Counterfeit 5\$000 notes have recently been apprehended at Jacarépaguá, province of Bahia.

—There was a balance of 789,895\$589 in the Pará provincial treasury on the 30th September.

—The inauguration of the electric light in Rio Claro, S. Paulo, is to take place on the 7th inst.

—The fugitive bookkeeper of the Bragança railway company, Henrique Rehe, was captured in Manaus on the 27th September.

—According to the *Comercio do Amazonas* of Manaus a defalcation has been discovered there in the accounts of the ex-commandante of police.

—There were 340 immigrant arrivals at the port of Santos during the month of October. Of these 203 were Portuguese, 126 Italians and 11 Germans.

—A slave-driver on the plantation of João Pires Baptista at Serra Negra, S. Paulo, was killed by the slaves on the 26th ult. Two of the latter were captured afterwards.

—If required seventeen days for the Sta. Catharina custom house to organize its tables of receipts for September; yet the whole amount collected seems to have been only about 66,000\$.

—Inspector Basson, of the Pará custom house, left for Rio de Janeiro on the 15th ult. On the following day the announcement was made that the charge of smuggling against Sears & Co. was a mistake of this same inspector. The circumstance that this statement could not be made until the inspector was well out of the way, is significant.

—Since 1866 no less than 13 surveys and estimates have been made for the improvement of the harbor of Santos, but as yet nothing whatever has been done. The most elaborate surveys were probably those of Col. Roberts in 1880, the execution of which was entrusted to the province of São Paulo soon after. Though half a dozen proposals have since been called for, none have been accepted and nothing done.

—Campinas, São Paulo, seems to be ahead thus far in the use of the official stamp. There even the beef that leaves the municipal slaughter house for the butcher shops in marked with a stamp and black ink, the mark being the imperial coat of arms surrounded with the words "*Matadouro Municipal de Campinas*" (Municipal Slaughter-house of Campinas). The next we hear the aldermen will be affixing adhesive stamps to black beans.

RAILROAD NOTES

—The August traffic receipts of the S. Carlos do Pinhal, S. Paulo, railway were 37,590\$440 and expenses 20,152\$875.

—The August traffic receipts of the Baurité, government, railway were 25,323\$950 and expenses 18,725\$184.

—The September traffic receipts of the Rio Grande and Bagé railway were 45,190\$850 and expenses 42,764\$940.

—The August traffic receipts of the Bahia Central railway were 27,918\$630 and expenses 35,261\$410; deficit 7,342\$780.

—The July traffic receipts of the D. Pedro II railway were 1,077,602\$223 and expenses 558,492\$400; balance 519,109\$823.

—The director of the Sobral [state] railway gives the August traffic receipts at 2,808\$210 and expenses 11,833\$955.

—The minister of agriculture has decided that claims for damage on goods may not be charged to traffic expenses. This seems unjust, for such claims are clearly chargeable to freight.

—The Piralyense, Rio de Janeiro, railway is to be sold at auction to-day [5th]. Impossibility of continuing the line for want of funds caused this decision on the part of the shareholders.

—On the 3rd inst. the payment of 84,448\$118 to the Campos and Carangola railway, for interest guaranteed for the first half of the current year, was authorized by the minister of agriculture.

—At the general meeting of the São Paulo Railway Co. in London on the 2nd ult. a resolution was passed asking the directors to reconsider the question of renouncing the imperial guarantee so as to have it brought before the next meeting for discussion.

—The report of the committee of the provincial assembly of Rio de Janeiro is favorable to Sr. Manoel de Oliveira Gomes' offer to buy the Cantagallo railway. The Macaúbas and Campos company are opposing certain clauses of the bill as infringing its zone, and there is considerable opposition to it by some members of the assembly.

—A telegram from Victoria, Espírito Santo, dated 3rd inst., states that the final surveys of the railway from Itapemirim have been approved and that work will shortly be commenced. The line is about 72 kilometres long, gauge one metre and the company has a provincial guarantee of 7 per cent. on a capital of 1,250,000\$.

—The Bahia and S. Francisco directors inform the shareholders of that company that they expect to complete the Timbó branch within the time and capital specified. The vacancy on the board of directors caused by the death of Mr. T. M. Weguelin has been filled by the choice of Mr. Frederick Youle.

—The *Provincia do Espírito Santo* of the 22nd ult. says that the surveys recently concluded for the Cachoeira de Itapemirim railway have been sent to the inspector of public works for approval. The estimates fix the cost of the road, including buildings, furniture, etc., at 18,000\$ a kilometre, or a little over 1,300,000\$ for the total extension. The concession is held by Comendador João José dos Reis Junior.

—The directors of the Alagoás Railway Co., whose road was opened to traffic December 4, 1884, report that the total traffic receipts up to 30th June last were 9,272 13s 5d, and expenditures 8,837 12s 10d in Brazil and 1,623 13s 5d in England, leaving a loss of 4,188 12s 10d for the seven months in question. From the guarantee received the directors declare a dividend of 5 per cent. per annum, free of income tax.

—The province of Minas has authorized the concession of a forty years' privilege to Antonio Polycarpo de Meirelles Enout and Paulo Ferreira Alves for the construction of a tramway between some convenient point on the Minas and Rio line and the city of Itapemirim. At the end of the privilege the line is to become the property of the province. The province grants exemption from provincial import duties on all material used in the construction and operation of the line.

—The *Railway News* says that ten years ago the respective weight of cars and cargo in the United States were 20,000 and 20,500 lbs. In 1881, the weight of cars increased to 22,000 lbs. while cargo reached 40,000 lbs. Now the car-makers propose building cars to carry 60,000 lbs. with only a slight increase in the weight of the car. "Instead of hauling one pound of car to one pound of freight nearly three pounds of freight can now be hauled for one pound of car."

—The annual report of the Recife and S. Francisco company, which was presented to the half-yearly general meeting in London on the 13th ult., does not make as good a showing as could be desired. The passenger and freight traffic both show a considerable decrease, the falling off in receipts being 31,498 15s 1d, while the expenditures were increased by 4506 10s 5d. The total receipts were 1,06,649 7s 8d, and expenditures, exclusive of exchange differences, rolling stock, etc., were 62,754 12s 1d. A dividend of 5½ per cent. per annum was declared. Our thanks are due to the secretary for a copy of the report.

LOCAL NOTES

—On the 23rd ult. the Mint sent the Post-office stamps of the value of 495,000\$.

—The minister of justice has been stirring up the notaries public, who are enjoying leave of absence and vicariously enjoying at the same time the revenue arising from their appointments.

—The *Diario de Noticias* of the 29th ult. publishes the names of 26 candidates for a notary public's office. One happy man, and 25 republican voters, will result.

—The examination into the books of the Monte Pio, whose offices were burned a few months ago for the purpose, it is charged, of hiding a defalcation, was concluded on the 28th ult. It is found that some 13,000\$ are missing.

—On the 12th ult. the minister of agriculture asked the Treasury to pay 748,714\$389 on account of overdue accounts, but a great part of this seems to be due to the D. Pedro II railway and other government enterprises.

—Municipal book-keeping. The Municipal Chamber owes a party 20,000\$, but only has 19,700\$ available with which to pay it; so the creditor pays in 300\$ to complete the sum required to pay himself, draws the full amount due him, and then appears as a creditor of the municipality for the said 300\$.

—While our city fathers are debating as to how best to kill vagabond dogs, it appears that some of these same fathers are members of the Society for the Protection of Animals. Perhaps protection for the calves of one's legs about balances the philanthropic care for the miserable curs that swarm in our streets.

—The minister of war informs his colleague of justice that soldiers of the line cannot serve as guards at the penitentiary, nor at the poor house, as the poor soldiers are over-worked (*sobre carregados*), for beyond garrisoning the city, they are called upon to go to funerals, etc. The minister does not mention the cheerful humor of his lambs in breaking heads, and such like amusements, during intervals of service.

—On the 25th ult. the German minister at this court, when leaving the residence of the Russian minister, had an accidental fall and broke his leg.

—The *Pnia* of the 27th ult. says that the government has suspended its order to the Bahia revenue officials for the immediate collection of the new 5% surtax.

—On the 27th ult. the minister of justice informed his colleague at the department of agriculture that the ten Indians, who could not understand the Emperor's Guarany, are to be sent back to Matto Grosso.

—We see in one of our American exchanges the following: "The young Earl of Dudley, who will inherit £100,000 a year on his coming of age, is just now in Brazil, a guest of Dom Pedro." Our American colleagues seem to have a very remarkable opinion of the Emperor. We have never yet known him to entertain anybody outside his own family, rarely even to a dinner. And the "young Earl" in question is a guest in a Botofogo hotel.

—The minister of marine has ordered Lt. Commander Bueno Brandão, assistant to the director of the machinery section at the Navy Yard, Lt. Neves and the *patrão mór*, Soares, to be confined in Fort Villegaignon pending their trial by court-martial for moving the buoys of the measured mile in this harbor, which caused the accident to the *Ambitante Barros*. There seems to be no doubt that the buoys were so moved to give a favorable result for the trial trip.

—The authorities finally removed the embargo on Messrs. Oliveira & Co. on the 22nd ult. and permitted them to put up their canvas booths in the market place for the sale of fruits and vegetables, the municipal council having granted permission to the marketmen to sell in another place if they preferred. The tents have accordingly been spread, but to no purpose. The fruit and vegetable sellers are determined to have nothing to do with the job.

—The surface water drains in the Rua Sete de Setembro seem to have interfered with the rest of many members of the confraternity thereof buried. One of our daily colleagues is quite provoked that these mortal remains should have been deposited in a police station; but we can not see where is the difference between storing a barrel or two of bones, or warehousing a gentleman whose delight is in ripping up the stomach of a wayfarer. As another colleague says: *Antes pelo contrario*, the bones are the least harmful of the two.

—The assistant calculator at the Observatory publishes tables showing the thermometer readings since 1851. The average is 23.40 C.; February being the hottest month at 25.9° and July the coldest 20.7°. The average for 1851-67 was 23.6°; 1868-78, 23.9° and 1879-84, 22.8° C. The months May-October comprise the dry and November-April the rainy season. The hottest days since 1880 were January 27th, 1880 and November 27th, 1882, 37.5° C., and coldest September 1st, 1882, 10.2° C.

—The *Diario de Noticias* of the 30th ult. mentions a report that Sr. Briante, the contractor for the gas lighting here, has sold, or turned over, his contract to the Rio Gas Co. That Sr. Briante would turn it over to some other party was evident to every one, and that the Rio Gas Company has taken it over seems to the advantage of all concerned. It is, however, a further proof of the futility of giving important contracts to parties who do not possess the financial resources necessary for their completing these same contracts.

—In connection with the comments of a correspondent on the treatment of tram-car mules in Pernambuco, which appears in another column, we are reminded of a proposition not long since made by a shareholder of the Botanical Garden company to take over the administration of that line and make it pay better dividends. And the first thing he proposed to do was to cut down the food allowance to the mules! As every one well knows, the American company always fed their animals generously and kept them in prime condition, the result of which was that a better looking and more willing lot of mules could not be found anywhere. We shall deeply regret to see this policy changed by the present Brazilian company.

—A very serious as well as discreditable occurrence has recently transpired at the Misericórdia hospital. One day last month a friend of one of the patients, whose case had been declared hopeless, requested to be notified of his death, but was informed that such privileges are not granted for patients in the general infirmary. On the 29th he called again, when he was informed that his friend was dead. No trace of the body, however, could be found; neither the papers affixed to the bed, nor the records of the funeral department, gave any clue to it. The impression is that the body has been turned over to the Medical School. The incident, however, shows a laxity in administration which is anything but creditable to the authorities.

The French steamer *Bearu* from the Mediterranean, which arrived here on the 3rd, brought out 417 immigrants in transit for Santos.

The corvette *Amarante Baroso* made a trial trip outside the bar on the 31st, which seems to have gone off very well. *Ainda bem!*

The *Journal* of the 24th says that the cost of a steam launch recently received for service in the province of Piahy was rather more than £1,321. But how much more?

On the 21st ulto, the minister of marine authorized the payment of 100\$ to a well known lawyer of this city to meet the expenses of the funeral of his nephew, a lieutenant commander of the navy.

The local press says that there was no powder at Ceará to salute the Prince of Grão Pará's birthday, but a telegram authorized the president to buy such a quantity as was absolutely necessary for the purpose.

On the 31st ulto, the birthday of the King of Portugal, and nephew to H. M. the Emperor, a banquet was given at the Boa Vista palace to which the Portuguese minister, the Cabinet and Court officials were invited.

Sr. Julius Cesar, the balloon man, left for the north on the 30th ulto. A subscription to aid his experiments is being raised here, to which the Emperor has given 500\$. Sr. Julius Cesar will take up collections as he proceeds north.

Praise from ministers to chiefs of commissions are so common that they rarely cause notice; but the *officio* of the minister of agriculture praising Dr. Aarão Reis upon his report on the Ceará dams is merited and worthy of applause.

A telegram from Buenos Aires published in the *Diario de Noticias* of the 24th ulto, may explain the drop in exchange on the previous day. The telegram says that Buenos Aires bankers had ordered their correspondents here to take exchange for their account.

On the 5th ulto, according to the *Diario Official* of the 24th, the Pernambuco treasury agency was authorized to pay 7,000\$ as *ajuda de custo* to the president of the province of Maranhão! Moving and travelling expenses are not at all cheap it would seem!

On the 26th ulto, Her Majesty the Empress met with a painful accident at the Boa Vista Palace. She was passing from one saloon to another, when she slipped and fell, fracturing her left arm. Medical assistance was promptly afforded and the injured arm promptly cared for.

At the races on the 1st two accidents, one of them fatal, occurred to jockeys. An Englishman named Luff, the jockey of *Speciosa*, fell from his saddle and was mortally hurt by *Carabina*, whose jockey also fell and broke his collar bone. Luff died a few hours after the accident.

The daily mortality reports for October show a total of 740 deaths during the month, or an average of nearly 24 a day. This is equivalent to an annual average of 26 per thousand — an exceptionally low rate for Rio. The deaths from consumption were 139, yellow fever 6, and *beriberi* 3.

An important observation was made by the officers of the New Zealand steamer *Kaikoura* on her recent voyage homeward. The weather on passing Cape Horn was exceptionally clear, by which means it was ascertained that the height of that point is 1200 feet, or 700 feet higher than the altitude heretofore given to it.

We congratulate the minister of finance upon his orders to certain subordinates of his department that they return to their posts and cease to be auxiliaries of *repartidos* here. The order, however, will be somewhat distasteful to many. Rather an *addido* in the Rio custom house, than a *guarda-mór* in the port of Santos.

Why does the minister of justice acknowledge on the 23rd ulto, a communication from the Comte d'Eu dated June 25th? Can it take four months for such important documents as refer to the national guard of Rio Grande to reach their destination? Four months seems a long time, but the minister sent the communication right away to Rio Grande.

The movement of immigrants at the government station in October was: arrivals 626, departures 599, remaining 44. Of the arrivals, 422 were males and 204 females; 492 Italians, 70 Portuguese, 47 Germans, etc. Of the departures, 249 were for S. Paulo, 185 for Rio Grande do Sul, 58 for Rio de Janeiro, etc. Since January 1st the arrivals amount to 7,842.

A gentleman has forwarded us a most comprehensive circular regarding what he proposes to do. The liquidation of legacies, commissions, consignments, transferring funds, education of children, etc., are all within the scope of his business. If we add that at his office gratuitous newspapers and novels are to be had for perusal, we think we have fully returned value received in his circular.

—What is a "midloss"? The custom house says there are some empty barrels marked G — mid loss.

An audacious robbery of a Carioca jewelry store occurred on the night of the 1st inst. The thieves broke through the wall between the shop and the passage to the first floor, chloroformed the owner and at their leisure absolutely gutted the shop, carrying off goods valued at nearly 14,000\$. The police, after a minute examination, have decided that the hole through the wall was made from the outside. They now want the proprietor to say whether he knows who committed the robbery.

MARRIED.

JACKSON—JESSOP.—On September 22nd, at the Priory Church, Brighthelmton, Yorkshire, England, by the Right Reverend Bishop Helmut, assisted by the Revd. G. F. Jackson, B. A., brother of the bridegroom, JOHN H. JACKSON, of Hull, to LILIAN AMY, elder daughter of Edward Jessop Esq., of Driffield.

THE POST OFFICE.

The director general of the post office has had the following statistics compiled for the year 1884, which are to appear in the publication of the International Postal Union. We borrow the figures from a morning paper, for the accuracy of which we are not responsible.

Table with 2 columns: Item and Amount. Includes Territorial extent in square kilometers (8,337,218), Population (12,899,691), Railways in traffic (6,116), Employés of the post office (2,650), Letters, fully paid (12,306,190), etc.

Table with 2 columns: Item and Amount. Includes Letters, short paid (102,970), Postal cards (504,971), Newspapers (12,906,657), Books and printed matter (459,739), Parcels and samples (18,353), etc.

Table with 2 columns: Item and Amount. Includes Letters, fully paid (1,684,364), short paid (101,202), Postal cards (19,252), Newspapers (555,552), etc.

Table with 2 columns: Item and Amount. Includes Staff (541,118), Agents, postmen, etc. (719,591), Rents, etc. (232,836), Carriage of mails (722,994), etc.

These figures would apparently show that, after deducting subventions, the post office costs under 600,000\$, but we believe that under this head of subventions are included payments for carrying foreign mails to foreign steamers, and also the heavy coastwise mails, which should have been specified separately for a clearer understanding of what is the actual cost to the country for the postal service. A large proportion of the domestic mail carriage is on the coasting steamers, which to the south go as far as Mato Grosso, and to the north far up the tributaries of the Amazon. The cost of mail carriage at regular rates for this service is naturally very great, and must take a large part of the total charged to "subventions."

CHILI now has a debt on account of her railways of \$24,870,000. In 1883 these railways earned a revenue of \$6,516,049 on a capital of originally less than \$60,000,000, and which is now reduced to \$22,250,000. The railways in the Argentine Republic are earning an average annual dividend of 6 1/2 per cent.—Exchange.

THE oranges imported at New York during 1884 were valued at about \$1,800,000 in a total of 55,067,851 of green fruit received from abroad. Lemons rank next to oranges, bananas next, then coconuts, pineapples, grapes, and limes. The duty on the oranges and lemons amounted to \$690,882.

COMMERCIAL

Rio de Janeiro, November 4th, 1885

Table with 2 columns: Item and Value. Includes Par value of the Brazilian mil reis (\$1000), gold 27 d, coin at \$1.84 per £1 stig, etc.

EXCHANGE.

October 23.—The market opened at 18 on London at the banks, but this rate was soon withdrawn, and the New London and Brazilian and the native banks were drawers at 17 1/2 on bankers; the English Bank at 17 1/2 on head office. A fair amount of business is supposed to have been done, with commercial sterling quoted at the extremes of 17 1/2 to 18 1/2. In francs something was done in bank at 530 and commercial at 524-525. Commercial receipts marks 650. Sovereigns sold at 133 3/4-340, closing with buyers at 133 3/4, sellers at 133 3/4.

October 24.—No change in bank rates viz: 17 1/2-17 1/2 1/4, latter on head office, on London, 530-533 on Paris and 657-658 on Hamburg at 90 d; 288 1/2 on New York at sight. Commercial sterling was quoted at 18-18 1/2; the former being the rate for business and at which business was reported. Sovereigns sold at 133 3/4-340-350-370, closing with buyers at 133 3/4, sellers at 133 3/4.

October 26.—Market was flat at opening, the English Bank refusing to draw at 17 1/2. A small business was doing, but in the afternoon all the banks retired and no bills were obtainable over 17 1/2. Commercial sterling was quoted in the morning at 17 1/2 to 18; after rate was reduced we heard of no transactions. Sovereigns sold at 133 3/4-420, closing with buyers at 133 3/4, sellers at 133 3/4.

October 27.—Posted rates were 17 1/2 on London, 530-533 on Paris, 661-665 on Hamburg at 90 d; 288 1/2-288 1/2 on New York at sight. The English banks were drawers on head offices only at 17 1/2. The market was fairly active and firmer. Bank sterling was passed from second hands at 17 1/2 and commercial at the extremes of 17 1/2 to 18; the higher rates ruling in the afternoon. Sovereigns closed with buyers at 133 3/4, sellers at 133 3/4.

October 28.—The market opened at 17 1/2 on London, 532-534 on Paris, 656-658 on Hamburg at 90 d; 288 1/2-288 1/2 on New York at sight. A considerable business was reported in bank sterling at 17 1/2-17 1/2 on bankers and 17 1/2 to 18 on head offices, the higher rates from second hands, and in commercial at the extremes of 17 1/2 to 18 1/2; commercial francs 525-527-528. Sovereigns sold at 133 3/4, closing with buyers at 133 3/4, sellers at 133 3/4.

October 29.—Rates are unchanged and the market quiet. From second hands bank sterling was passed at 17 1/2 to 18 1/2, and commercial was doing in a small way at 18-18 1/2. Commercial francs were reported at 525. Sovereigns closed with buyers at 133 3/4, sellers at 133 3/4.

October 30.—Rates are unchanged and market quiet. On head office something was reported at 17 1/2 to 18 and bank sterling from second hands at 16. Commercial sterling was quoted at 18. In francs some transactions were reported at 533 bank and 525-526 commercial. Sovereigns sold at 133 3/4, closing with buyers at 133 3/4, sellers at 133 3/4.

October 31.—Rates are unchanged and very little doing. Bank sterling from second hands is still offering at 18 and commercial is somewhat nominal, in the absence of transactions, at 18-18 1/2. Sovereigns sold at 133 3/4, closing with buyers at 133 3/4.

November 2.—All-Souls day and there was no *Bolsa*; the banks generally suspended business at 2 o'clock. Posted rates were unchanged and trifling amounts of bank sterling were reported at 17 1/2 to 18 on head office and 18 from second hands. Commercial sterling was quoted at the extremes of 18-18 1/2.

November 3.—There is no change in posted rates but the market is considered firm. Head office sterling from second hands was quoted at 17 1/2 to 18 and commercial at the extremes of 18-18 1/2. In francs, bank were quoted at 533 and commercial 526. Sovereigns sold at 133 3/4, closing with buyers at 133 3/4, sellers at 133 3/4.

November 4.—The posted rates are 17 1/2-17 1/2 1/4, latter head office, on London, 533 on Paris and 656 on Hamburg at 90 d. Commercial sterling is quoted at 18-18 1/2 and francs at 525-530.

At an extraordinary general meeting of the shareholders of the Telephonica company held on the 3rd inst., Messrs. William F. Kemp, Joaquim Candido Guimarães Jr. and Charles Paul Mackie were elected directors.

The vacancy caused by the death of Mr. Wezuellin in the directory of the Bahia and S. Francisco railway has been filled by the appointment of Mr. Frederick Youle.

The half-yearly report of the São Paulo Gas Co. shows a net profit of 26,994 \$2 100 for the half year ending 30th June last. After carrying £2,000 to the reserve fund and £774 6s 10d to account of present half year, the directors declared a dividend of 10 per cent. per annum, free of income tax, payable on and after the 20th ult.

At the meeting of the shareholders of the S. Paulo railway held in London on the 2nd ulto, the chairman stated that the traffic of the past six months had been larger than at any corresponding period in the history of the company; but on the other hand the exchange had been unprecedentedly low. From that cause they had lost £20,000, or 1 per cent. on the capital. He congratulated the shareholders on maintaining their dividend at the rate of 7 per cent.—Railway News, Oct 3.

The October receipts of the Rio custom house were: Importations 2,902,211 \$212, Port duties 29,043 339, Exports 935,297 462, Sundries 2,296 205, Total 3,869,757 \$900.

Deposits 35,973 085, Restitutions 25,307 490, Internal Revenue receipts 941,678 473.

Table with 2 columns: Item and Amount. Includes PORTNIGHTLY BULLETIN OF THE BOARD OF BROKERS, 1ST-15TH OCTOBER, Exchange passed, 634,614 at 18-18 1/2 d., etc.

DAILY COFFEE REPORTS.

Rio Associação Commercial daily telegram from New York regarding position and quotations of the Coffee market.

Table with 4 columns: Date, Item, Amount, and Price. Includes Stock this morning, Receipts yesterday, Receipts for United States, etc.

WEEKLY SUMMARY.

Table with 2 columns: Item and Amount. Includes Sales for United States during the week, Sales for Europe, etc.

October 31st

Table with 2 columns: Item and Amount. Includes Sales for United States during the week, Sales for Europe, etc.

SALES OF STOCKS AND SHARES.

Table with 2 columns: Item and Amount. Includes October 23, Six per cent. annuities, 1,088 000, etc.

October 24.

Table with 2 columns: Item and Amount. Includes Six per cent. annuities, 1,088 000, etc.

Table of market prices for various goods including coffee, sugar, and flour, dated October 26 to November 3.

MARKET REPORT.

Rio de Janeiro, 4th November, 1885.

Exports.

Coffee.—There has again been a fair amount of business reported, all, or nearly all, of which was previously done.

Sales since our last report have been: 89,033 bags for United States, 28,235 " Europe, 6,250 " Cape of Good Hope, 3,485 " Elsewhere.

Table of export statistics for coffee, showing quantities and values for various destinations like the United States, Europe, and elsewhere.

Table of exchange rates for various locations including Europe, Africa, and India, showing rates for different types of bills and currencies.

Brokers' quotations this morning were: Washed, 4 7/16... 5 5/16; Superior, 4 3/4... 5 0/0; Good first, 4 3/8... 4 9/8.

Table of vessel arrivals and departures, listing ship names, destinations, and dates.

Total clearances of Coffee from Rio for ten months.

Table showing total coffee clearances for the years 1885, 1884, and 1883, categorized by destination.

Table of coffee clearances for four months of crop years, detailing monthly and quarterly totals for 1885-86, 1884-85, and 1883-84.

DAILY RECEIPTS AND SALES OF COFFEE AT RIO DE JANEIRO.

Large table providing daily receipts and sales of coffee, including stock levels, exchange rates, and prices for various grades of coffee.

Pitch Pine.—Receipts have been: 464,038 feet per James A. Borland from Brunswick... The first is an order, the second was sold at about 40¢/500.

White Pine.—Receipts nil. We may still quote nominally at 105-110 reis per foot and the market flat... Spruce Pine.—None arrived. Receipts in October were 195,348 feet, against 175,445 feet for the same month 1884.

Swedish Pine.—Receipts have been: 755 doz. per Dovdata from Copenhagen via Pernambuco, which were sold at 37¢/500 per dozen, white deals.

Kerosene.—No receipts, but the market is flat with invoices quoted at 68¢/500 case. Receipts in October were 31,800 cases, against 13,000 cases for the same month 1884.

Lard.—No arrivals and brokers quote the market very flat at 405-410 reis per lb. Receipts in October were 6,930 kegs, against 5,704 packages in October last year.

Rosin.—Receipts nil and quotations are nominal. Receipts last month were 590 brls, against 901 brls, in October 1884.

Brari.—The Ville de Victoria brought 3,039 bags from River Plate. We may quote at about 28.00—23.00 per bag. October receipts were 7,324 bags, against 8,514 bags for the same month last year.

Turpentine.—No receipts and market nominal. Receipts in October were 733 cases, against 280 cases in the same month 1884.

Indian Corn.—Receipts have been: 1,095 bags per Vera, 1,000 " Pronce, 1,986 " Rosse, 1,998 " Sirio.

all from the River Plate. Brokers' quotations are now 4¢/000—43¢/000 per bag. Receipts last month were 18,047 bags, against 18,057 bags for October, 1884.

Codfish.—No receipts. Retail quotations are 20¢/000—25¢/000 for old and 27¢/000 for new tubs: cases 22¢/000—24¢/000. Receipts in October were: 2,409 tubs Canadian, 150 cases Norwegian, 3,519 packages, against 4,157 packages in October, 1884.

Cement.—No receipts since our last and quotations are unchanged. Receipts in October were: 4,067 casks English, 499 " German, 380 " French and Belgian, 4,916 casks, against 28,080 casks in the same month last year.

Coal.—Receipts are: 997 tons per Maori from Cardiff, 1,970 " Montgomerysthire do, 1,633 " Bacchos do, 1,999 " Isaac Benham from Leigh, 620 " Navig from Newcastle, 359 " Excelsior from Swansea.

all to dealers. Receipts in October were 26,690 tons British and 200 tons Belgian, 26,890 tons, against 25,414 tons for the same month 1884.

Hay.—No receipts. In October only 205 bales were received against 7,993 bales for the same month last year.

Fice.—Receipts are nil and brokers continue quotations at 9¢/000—8¢/500. There were no arrivals of foreign rice in October.

SHIPPING NEWS.

ARRIVALS OF FOREIGN VESSELS.

OCTOBER 23. BRUNSWICK—Amer bk Jas. A. Borland, 637 tons; Davie's, 612 tons to Phipps Brothers & Co.

OCT. 24. LEITH—Nor bk Isaac Benham; 482 tons; Klavensens; 70 dc; coal to order.

OCT. 26. SAVANNAH—Nor bk Nadia; 590 tons; Schjeldrup; 68 dc; pine to order.

OCT. 27. CARDIFF—Br ship Montgomerysthire; 1400 tons; Hughes; 48 dc; coal to Wilson Sons & Co.

OCT. 28. CARDIFF—Br ship Bacchos; 1633 tons; Murdoch; 50 dc; coal to Wilson Sons & Co.

OCT. 31. MARSILLES—Swed bk Adna; 704 tons; Lewin; 51 dc; sundries to Cerf, Dale & Co.

NOVEMBER 1. OPORTO—Port bk Marinheta; 240 tons; Loureiro; 46 dc; sundries to L. B. Gonçalves Pereira & Co.

NOV. 3. CADIZ—Ger bk Antiope; at quarantine.

Imports.

Flour.—Brokers report less than the average amount of business done except in Flour, of which there have been considerable sales, with trifling variations in prices.

Imports. Brokers report less than the average amount of business done except in Flour, of which there have been considerable sales, with trifling variations in prices.

Table of import statistics for flour, showing quantities and values for various origins like the United States and Europe.

DEPARTURES OF FOREIGN VESSELS.

OCTOBER 23. NEW ORLEANS-Nor ship Urania; 1294 tons; Sorensen; ballast.

OCT. 24. BARBADOS-Nor bk Magdala; 1190 tons; Petersen; ballast. MARANHAM-Port bk Atilanqa; 150 tons; L. E. do.

OCT. 27. HAVRE-Ital bk Caterina Doge; 850 tons; Berio; same cargo. PERNAMBUCO-Br bk Emilia Figlia; 598 tons; Ridley; ballast.

OCT. 28. CAPE TOWN-Br lug Brigid; 249 tons; Pepperell; coffee. SOUTH WEST PASS-Br ship Prince Rudolph; 1293 tons; Dickson; ballast.

OCT. 29. BALTIMORE-Amer bk New Light; 457 tons; Berry; coffee. PERNAMBUCO-Br lug Hebe; 246 tons; Pagele; ballast.

OCT. 31. NEW YORK-Amer bk Havilah; 507 tons; Connors; coffee. PERNAMBUCO-Br lug Brazil; 470 tons; Le Marchant; ballast.

NOVEMBER 2. PERNAMBUCO-Br lug Sabrina; 321 tons; Shepherd; ballast.

VESSLES AFLOAT & LOADING FOR RIO.

Table listing vessels such as Adria, Anna, Any, Amazon, Bony Dean, Borcas, B. R. Law, Canals, Charles Bal, Cambria, Columbia, Christina, Chovana, Camies, Clara Eaton, Diana, Ducklippen, David Stewart, D Pedro II, Dcodata, Drowning Louis, Ekliff, Egan, Ensign, Forest Rights, Foroyd, Ferd, Frances Milly, Gray Eulerberg, Guilherme, Glad Tidings, Geo. Trout, Hoganas, Horsford, Henry, Hulda, Ida, Jostan, J. L. Brown, J. W. Buck, Johan Hansen, J. R. Rabel, Janie Gough, Jessie McDonald, John Rollins, John Wealy, Kedron, Lesa, Landis, Moeve, Mariner, Mary Tenness, Maul Scammell, Messina, Nera Sympythia, Nymphes, Ortelus, Ocala, Orven, Parthenia, Reciprocity, Ronita, Robert Kerr, Royal Arch, Royal Tar, Sorensen, St. Cloud, Sophie Corbit, Salsana, Saluta, Tell, Taylor Dickson, Tildil, Von Rosen, Virgen de Mt. Serrat, Wilkain Foss.

ARRIVALS OF FOREIGN STEAMERS.

Table with columns: DATE, NAME, WHERE FROM, CONSIGNED TO. Includes arrivals from Rio de Janeiro, Santos, Bahia, and other ports.

DEPARTURES OF FOREIGN STEAMERS.

Table with columns: DATE, NAME, WHERE TO, CARGO. Lists departures to various destinations like Genoa, Santos, Bahia, and Rio de Janeiro.

FOREIGN SAILING VESSELS IN THE PORT OF RIO DE JANEIRO, NOVEMBER 4th, 1885.

Table with columns: NAME, TONSAGE, RETURNED, WHERE FROM, CONSIGNED TO. Lists sailing vessels from various countries including American, British, Norwegian, German, and Danish.

LATEST LONDON QUOTATIONS OF BRAZILIAN STOCKS AND SHARES.

EXTRACTED FROM "THE STATIST" AND "RAILWAY NEWS" OF OCTOBER 3RD.

Table of financial data including Government Stocks (e.g., Loan 1875, Loan 1885), Railways (e.g., Alagoas, Bahia), and Miscellaneous items (e.g., Amazon Steam Navigation, English Bank of Rio).

GOVERNMENT BONDS.

Table with columns: DENOMINATION, INTEREST, NOMINAL VALUE, QUOTATION. Lists various government bonds and their market values.

BANKS AND PUBLIC COMPANIES.

Large table listing banks and public companies such as Banco do Brazil, Banco de Minas, Banco de Pernambuco, and others, including their capital, shares, and dividends.

Insurance.
GUARDIAN FIRE AND LIFE INSURANCE CO.
 Agents in Rio de Janeiro
Smith & Youle.
 No. 62, Rua 1º de Março.

THE LIVERPOOL AND LONDON AND GLOBE INSURANCE COMPANY.
 Agents in Rio de Janeiro
Phipps Brothers & Co.
 No. 16, Rua do Visconde de Inhauma.

LONDON AND LANCASHIRE FIRE INSURANCE Co.
 Agents in Rio de Janeiro
Watson Ritchie & Co.
 No. 25, Rua de Theophilo Ottoni.

PHENIX FIRE OFFICE.
 Established 1782
 Agent in Rio de Janeiro
E. W. May,
 RUA DO GENERAL CAMARA No. 2,
 Corner of Rua Visconde de Itaboraity.

HOME AND COLONIAL MARINE INSURANCE Co.
 Agents for the Empire of Brazil
Norton, Megaw & Co.
 No. 82, Rua 1º de Março, Rio de Janeiro.

THE MARINE INSURANCE COMPANY LIMITED.
 Capital..... £1,000,000 sterling
 Reserve fund.... £ 420,000 "
 Agent in Rio de Janeiro
E. W. May,
 RUA DO GENERAL CAMARA No. 2,
 Corner of Rua do Visconde de Itaboraity.

COMMERCIAL UNION ASSURANCE COMPANY.
FIRE AND MARINE.
 Fire Risks Authorized 1870
 Marine Risks Authorized 1884.
 Agents for the Empire of Brazil
Wilson Sons & Co. Limited.
 No. 2, Praça das Marinhãs.

ROYAL INSURANCE COMPANY, LONDON AND LIVERPOOL.
 Capital..... £2,000,000
 Accumulated Funds.... £5,245,104
 Insures against the risk of fire, houses, goods and merchandise of every kind at reduced rates.
John Moore & Co. agents.
 (Agents for Lloyds) No. 8, Rua da Candelaria

NOBEL'S EXPLOSIVES CO. LIMITED.
Blasting Gelatine and Dynamite
 In cases of 50 lbs. ea., nett weight
 Also patent Detonator caps and Bickford's patent use. For further information and price, apply to the
 Agents for Brazil:
Watson, Ritchie & Co.
 No. 25, Rua Theophilo Ottoni, Rio de Janeiro.

Shipping.
THOMAS NORTON'S
 OLD REGULAR LINE OF SAILING PACKETS
 BETWEEN THE
 UNITED STATES AND BRAZIL PORTS
 Established in 1868
 Loading Berth; Covered Pier No. 17, East River.
 For Freight and General information apply to
Thomas Norton,
 104 Wall St., New-York.

Steamships.
LIVERPOOL, BRAZIL AND RIVER PLATE MAIL STEAMERS.
 UNDER CONTRACT WITH THE
 BELGIAN AND BRAZILIAN GOVERNMENTS.
 November Departures:
 To New York:
 (Every Saturday)

Kepler..... Nov. 7th
Archimedes..... " 14th
Mozart..... " 21st
..... " 28th

EXTRA:
Laplace [Loading also in Santos] Nov. 7th

To Southampton:

Maskelyne..... Nov. 15th
Orion..... " 29th

For Other Ports:

Tycho Brahe to River Plate..... Nov. 15th
Vandyck to Antwerp & Liverpool. " 18th
Horrox to River Plate..... " 30th
Darwin to New Orleans & Galv'n " 30th

To Rio Grande Ports:

Cavour..... } Every
Chatham..... } Wednesday
or Canning..... }

LAMPORT & HOLT,
 21 Water Street, Liverpool.
ARTHUR HOLLAND & Co.,
 17, Leadenhall Street, London
 For freight and passages apply to
 Agents:—Norton, Megaw & Co.
 No. 82 Rua 1º de Março
 Broker:—Sivert Sivertsen,
 Rua 1º de Março No. 35.

ROYAL MAIL STEAM PACKET COMPANY.

Under contracts with the British and Brazilian Governments for carrying the mails.

TABLE OF DEPARTURES, 1885

Date	Steamer	Destination
Nov. 9	Mondego.	Southampton and Antwerp, calling at Bahia, Macaé, Pernambuco, Lisbon and Vigo.
" 17	Tamar.	Santos, Montevideo and Buenos Ayres.
" 24	La Plata.	Southampton and Antwerp, calling at Bahia, Pernambuco and Lisbon.

This Company's steamers leave Southampton on the 9th and 24th of every month and arrive in Rio de Janeiro on the 28th and 16th proceeding to the River Plate after the necessary delay.
 The homeward bound steamers continue to leave Rio on the 9th and 24th of every month. The latter also calling at Santos
 For freight and passages apply to
 E. W. MAY, Superintendent,
 Rua do General Camara No. 2,
 (Corner of Rua Visconde de Itaboraity).

UNITED STATES AND BRAZIL MAIL STEAMSHIP Co.

The fine packet:
MERRIMACK,
 will sail on the 29th November, at 10 a. m. for
NEW YORK

calling at
 BAHIA, PERNAMBUCO, MARANHAM,
 [entering the two last named ports]
 PARÁ, BARBAOES and St. THOMAS

For passages and information apply to
Wilson, Sons & Co., Limited; Agents
 No. 2 Praça das Marinhãs
 And for cargo to
W. C. Peck,
 No. 6, Praça do Commercio.

Banks.
ENGLISH BANK
 OF
RIO DE JANEIRO
 (LIMITED)
 HEAD OFFICE IN LONDON
 BRANCHES:
 Rio de Janeiro, Pernambuco, Santos and Pará

Capital..... £ 1,000,000
 Div to, paid up..... £ 500,000
 Reserve Fund..... £ 170,000

Draws on
THE LONDON JOINT STOCK BANK,
 and transacts every description of Banking business.

THE NEW LONDON AND BRAZILIAN BANK
 (LIMITED)
 HEAD OFFICE: LONDON
 BRANCHES:

LISBON, OPORTO, PARÁ, PERNAMBUCO, BAHIA, RIO DE JANEIRO, RIO GRANDE DO SUL, SANTOS, SÃO PAULO, AND MONTEVIDEO.

Capital..... £ 1,000,000
 Capital paid up..... " 500,000
 Reserve fund..... " 240,000

Draws on:
Messrs. GLYN, MILLS, CURRIE & Co., LONDON,
Messrs. MALLET FRERES & Co., PARIS,
Messrs. SCHROEDER & Co., HAMBURG,
Messrs. MORTON, BLISS & Co., NEW YORK.

A new and fine assortment of commercial writing paper and envelopes of English manufacture just received at the
TYPOGRAPHIA ALDINA
 79 Rua Sete de Setembro.

CRASHLEY & Co.,
Newspalers and Booksellers.

Subscriptions received for all the leading English and American newspapers and periodicals. Agents for
The European Mail.

A large assortment of English novels, of the Fanchuitz Editions, of the Franklin square Library and of the Lovell Library come tently on hand.

Orders received for Scientific and other books.

Agents for *Langlois's Rubber Stamps.*

Wholesale in *Atkinson's, Dress & Lubin's and Royal Perennities and Peat's Soap.*
 No. 67, Rua do Ouvidor.

THE CRUISE OF THE BROOKLYN.
 on the
SOUTH ATLANTIC STATION

Compiled from the record of the cruise published in *The Brooklyn Eagle.*
 Contains a full account of the principal incidents of the cruise; a graphic description of the places visited and the social entertainments given and received by the officers of the ship at Rio, Montevideo, Cape Town, St. Helena and elsewhere.
Paper, 272 pp.; Price 4\$000.
 For sale at No. 79 Sete de Setembro, 1st floor.

THE TROPICAL AGRICULTURIST.
 A Monthly Record of Information

For Planters of Coffee, Tea, Cocoa, Cinchona, Sugar, Rice, and all other products suitable for cultivation in the tropics.
 An invaluable companion for all planters in the tropics who wish to keep informed of the progress made in agriculture and who may wish to avail themselves of the fruits of careful and scientific investigations.

Published at Colombo, Ceylon, by
 A. M. & J. FERGUSON,
 of the *Ceylon Observer.*

Brazilian subscriptions at 16\$000 per annum will be received at the offices of
THE RIO NEWS,
 79, Rua Sete de Setembro.

FAHNESTOCK'S "B. A." VERMIFUGE.

This valuable remedy has now been prominently before the people for fifty-seven years, the manufacture and sale of it having commenced in 1827. Its popularity and sale have never been so large as at the present time, and this, of itself, speaks loudly as to its wonderful efficacy.

We do not hesitate to say, that in no single instance has it failed to remove worms from either children or adults who were afflicted by these foes to human life.

We are constantly in receipt of testimonials from physicians as to its wonderful efficacy. Its success has produced counterfeits, and the buyer must be particularly careful to examine the entire name, and see that it is

"B. A. Fahnestock's" Vermifuge.

THE RIO NEWS
 Published three times a month for the American and European mails.

The Rio News was established under its present title and management on the 1st of April, 1879, succeeding the *British and American Mail.* Although the style, title and frequency of issue were changed at the time of transfer, the designations of number and volume were continued unbroken. At the beginning of 1885 the style of the publication was still further changed by an increase from four to eight pages, and a diminution in the size of the page. This change not only largely increased the size of the publication, but it added greatly to its convenience for office and reference use.

The policy adopted by THE NEWS at the outset was that of strict independence and impartiality. The editors had well-grounded convictions on political and economic questions, and as they believed that all such questions had a direct or indirect influence on commercial and financial enterprises they decided to discuss them just as far as their relative importance made it desirable. In this line of policy THE NEWS has been successful even beyond all expectation.

With the beginning of its twelfth volume (January, 1885) the editors feel themselves warranted in calling attention to the uniform and general satisfaction with which their policy and management have thus far been received, and in advising their patrons that no deviation whatever from them will be made. THE NEWS will seek to keep its readers fully and accurately informed on all commercial questions, and upon all matters of Brazilian news or policy which may have more or less bearing upon any and all enterprises and investments. In its discussions it will treat every question frankly, and for the opinions expressed the editors will hold themselves personally responsible. In its news columns it will seek to keep its readers fully informed on all matters and occurrences throughout Brazil.

In addition to a large circulation in the United States and Europe, where its commercial reports are much appreciated, THE NEWS has a wide circulation throughout Brazil, thus making the paper a valuable advertising medium. The rates charged are 1\$ per inch per quarter, with a reduction of 20% for additional space and time.

TERMS:

One year's subscription..... 20\$000
 English and American subscriptions..... 5\$ or 10\$

All subscriptions should run with the calendar year.

BUSINESS AND EDITORIAL ROOMS:—
 79, Rua Sete de Setembro.

POST-OFFICE ADDRESS:— Caixa no Correio, A.

Typ. ALDINA, 79, Sete de Setembro.